

Message Text

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ORIGIN OES-07

INFO OCT-01 ISO-00 /008 R

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DRAFTED BY OES/OFA/FA:GCNELSON

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FOLLOWING REPEAT USCGC MORGENTHAU 260825Z APR ACTION CCGD
SEVENTEEN JUNEAU AK INFO COMDT COGARD WASHDC COMPACAREA
COGARD SAN FRANCISCO CA CCCGDTWELVE SAN FRANCISCO CA
NMFS WASHDC NMFS JUNEAU AK NMFS KODIAK AK SECSTATE
COGARD AIRSTA KODIAK AK USCGC RUSH USCGC MIDGETT CGRNUC

QUOTE UNCLAS

SITREP THREE FCMA PARA 611.4C POSSIBLE VIOLATION/SEIZURE

1. SITUATION:

A. SUSPECT: TW, GOLDEN DRAGON NO.1/BVHY

B. POSITION 51-47.8N 172-41E

C. COURSE 252T SPEED 3 KTS

D. AMPLIFYING INFORMATION IS AS FOLLOWS:

(1) VESSEL DETERMINED TO BE FISHING BY OBSERVING FROM HELO
CLOSE ABOARD VESSEL ON COURSE 190M AT EST 3 KTS WITH DOORS NOT
VISIBLE AND TRAWL WARPS LEADING AFT IN WATER. NO CAMERA ABOARD
HELO. TWO QUALIFIED BOARDING OFFICERS IN HELO OBSERVED THE
VESSEL FISHING. HELO DID NOT OBSERVE HAUL NET. VESSEL OBSERVED
FISHING FOR APPRX 5 MINS DURING INITIAL SIGHTING.

(2) NO REACTION BY GOLDEN DRAGON UPON INITIAL SIGHTING
BY HELO. ONE MAN ON TRAWL DECK WAVED AT HELO.

(3) REACTION OF MASTER UPON BOARDING: COOPERATIVE AND
EXPRESSED NO AWARENESS OF WRONGDOING. NO ABNORMAL REACTIONS
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NOTED.

(4) FACTORS INDICATING DECEIT. INTENTIONS:

(A) INITIAL SIGHTING BY HELO 252015Z AT CSE 190M SPD 3
KTS. CGNR 1504 MADE SECOND SIGHTING 252310Z 27 MILES FROM
POSITION OF INITIAL SIGHTING ON A BEARING FROM THE INITIAL
POSITION OF 232T. THEREFORE VESSEL PROCEEDED AFTER HELO
SIGHTING ON A SOUTHWESTERLY COURSE OF AT LEAST 9 KTS OR ON SOME

COMBINATION OF COURSES AT MORE THAN 9 KTS. MASTER ADVISES THAT WITH PRESENT ENGINEERING PROBLEM MAX SPEED 7.9 KTS AVE 7.4 KTS AND THAT CASUALTY OCCURRED 22 APRIL.

(B) C130 ATTEMPTED TO STOP VESSEL BY SIGNALING "LIMA" WITH LANDING LIGHTS. VESSEL ON 250T AT AN ESTIMATED 10 KNOTS FOR THE ENTIRE PERIOD ON SCENE, APPROX 2 HOURS. RELEASED AT 260101Z.

(C) HELO ON SCENE AT 260054Z. VESSEL CONTINUED ON COURSE 240M AT ESTIMATED 8-10 KTS FOR ABOUT ONE HOUR UNTIL 260143Z WHEN VESSEL REVERSED COURSE PER INSTRUCTIONS. VESSEL DID NOT SLOW OR STOP IN RESPONSE TO MSG DROP FROM HELO CONSISTING OF PICTURE OF LIMA FLAG AND THE WORDS "HALT" AND "STOP" AT 260123Z. VESSEL DID NOT SLOW OR STOP WHEN HELO SIGNED "LIMA" SEVERAL TIMES AT ABOUT 260133Z WHILE HELO HOVERED CLOSE ABOARD OFF BRIDGE WING. HELO ALSO HOVERED CLOSE ABOARD AHEAD OF VESSEL IN AN ATTEMPT TO STOP VESSEL. AIRCREWMEMBER ALSO HELD UP HAND AS STOP SIGNAL. VESSEL DID NOT SLOW OR STOP. SLOWING OCCURRED WHEN VESSEL REVERSED COURSE. AFTER COMMS ESTABLISHED CHANNEL 13.

(D) VESSEL CAPABLE OF CONTINUED OPERATION AT 2 KTS AS OBSERVED DURING BOARDING.

(E) DAMP NET FOUND UNDER TARP WITH SOME FRESH FISH. TANNER CRABS, AND FISH PARTIALLY DRIED OUT. DECK UNDER DAMP NET DRY INDICATING NET HAD BEEN HUNG TO DRY AND RECENTLY PUT UNDER TARP. DRY NET OUT ON DECK.

(F) MASTER DOES NOT ADMIT TO HAVING NET IN WATER. SUPPORTS CLAIM BY SAYING THAT WITH ONE ENGINE DOWN HE MUST USE UNCLASSIFIED

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AUX POWER TO HAUL NET.

(G) WOOD INSERTS IN TRAWL DOORS DRY, BUT 6 HOURS AVAILABLE FOR DRYING IN GOOD EX.

(H) VESSEL NOT UNDER OBSERVATION FOR PERIOD OF 3 HOURS DURING WHICH TIME SURMISE VESSEL HAULED LIGHT NET WITH FISH AND HUNG IT TO DRY. FISH JETTISONED. NET HUNG IN AIR OBSERVED BY C-130, MASTER CLAIMS THEY WERE MAKING NET REPAIRS. FOUND WORKING ON DRY NET NOT HUNG WHEN BOARDED.

(I) ELECTRICAL WIRED REMOVED FROM STBD WARP MOTOR WHEN BOARDED. ESTIMATE 45 MINS REQUIRED TO REMOVE WIRES.

(5) POSITION OF MORGENTHAU AT TIME OF INITIAL SIGHTING 52-13.3N 175-09.4E DETERMINED BY 2 LORAN LINES AND FATHOMETER READING. HELO MARKED ON TOP USING TACAN AND ADF TO DETERMINE F/V POSITION RELATIVE TO SHIP. AGREED WITH RANGE AND BEARING OF HELO FROM SHIP'S AIR SEARCH RADAR.

(6) SPD OF VESSEL 3 KTS AT INITIAL SIGHTING.

(7) SHARP FREEZERS THAWED, CLEANED, AND EMPTY. FSH BINS CLEAN AND DRY.

2. ACTION TAKEN:

A. 260350Z MORGENTHAU SMALL BOAT STATIONED ASTERN OF VESSEL TO WATCH FOR ANY DISCARDED EVIDENCE.

B. 260402Z CONFIRMED ENGINE AND CLUTCH CONDITION OF VESSEL.

3. FUTURE PLANS AND RECOMMENDATIONS:

A. CONSIDER CASE FOR SEIZURE COULD BE MADE BASED UPON INITIAL SIGHTING OF VESSEL FISHING, APPARENT FLEEING AFTER INITIAL SIGHTING, FAILURE TO MAKE MINIMUM SPEED OF 2 KNOTS AFTER SEVERAL ORDERS TO STOP WHILE MAKING 8-10 KNOTS, SEVERAL FRESH FISH FOUND ON TRAWL DECK, AND DAMP NET UNDER TARP.

B. RECOMMEND STATEMENT OF NO OBJECTION BE OBTAINED.

C. DETAIN VESSEL PENDING SEIZURE DECISION.

D. KEEP BOARDING PARTY ON BOARD VESSEL.UNQUOTE VANCE

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Secure: OPEN
Status: NATIVE
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TAGS: EFIS, US, TW
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